

# The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5016

號八初月十年三十三緒光

WEDNESDAY, NOVEMBER 13, 1907.

三拜禮

號三十月一十英曆

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,550,000

#### Branches and Agencies.

TOKIO. CHEFOO.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHOWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
HOMBAI. TIE-LING.  
SHANGHAI. CHANGCHUN.  
HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposit:—

For 12 months ..... 5% p.a.

" 6 " ..... 4% " "

" 3 " ..... 3% " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 31st October, 1907. [17]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES

IN CHINA, THE PHILIPPINE ISLANDS AND

THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,250,000

ABOUT MEX \$5,000,000

RESERVE FUND ..... GOLD \$3,250,000

ABOUT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account at the

rate of 2% per annum on daily balances and ac-

cepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " 3 " " "

3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.

#### W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

#### HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

#### BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tientsin Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Königliche Seehandlung (Preussische

Staatbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warichauer & Co.

Mendelssohn & Co.

M. A. von Rothschild & Söhne

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Köln.

Bayrische Hypotheken und Wechselbank,

München.

#### LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

#### F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

### NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

#### ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£417,000).

#### Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasoeroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin, Palembang,

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

#### LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit on its Branches and correspond-

ents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

#### INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

#### J. L. VAN HOUTEN,

Agent.

Hongkong, 8th July, 1907. [30]

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUNDS:—

Sterling £1,000,000 at 2/11= \$10,000,000

Silver ..... \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keewick, Deputy Chairman.

A. Frick, Esq., E. Shellim, Esq.

E. Goetz, Esq., R. Shewan, Esq.

A. Haupt, Esq., H. A. W. Slade, Esq.

C. R. Lensmann, Esq., H. E. Tomkins, Esq.

A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

#### MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

#### ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

#### J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [11]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [12]

### THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £ 800,000

Shortly to be increased to £1,200,000.

RESERVE FUND ..... £1,075,000

Shortly to be increased to £1,475,000.

RESERVE LIABILITY OF PROPRIETORS

..... £ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4% per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [13]

### NEDERLANDSCH-INDISCHE

HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

#### ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).

Subscribed Capital Fl. 10,000,000 (£817,000).

Reserve Fund ..... Fl. 2,112,570.36 (£176,048).

#### Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Sama-

rang, Indramajoo, Bandoeng, and Wel-

vrede.

CORRESPONDENTS—At Cheribon, Tegal, Peca-

longan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah

Bangkok, Saigon, Shanghai, &c.

#### BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives

for collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

#### J. BOETJE,

Manager.

16, Des Vieux Road Central. [19]

## Notice of Firm.

### INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [20]

## Marine.

### PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MALTA	About 15th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	About 24th Nov.	Freight and Passage.
LONDON, &c., via usual Ports	ARCADIA	16th Nov.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	NORSE	About 4th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th November, 1907. [15]

## Intimations.

### LANE, CRAWFORD & CO.

## TO-MORROW LAST DAY

OF OUR

## BARGAIN SALE

### LADIES' DEPARTMENT.

### LANE, CRAWFORD & CO. [16]



Telephone No. 75.

CHAMPAGNES, SHERRIES,

PORTS,

MARSALAS AND MADEIRAS,

CLARETS,

BURGUNDIES,

ROCKS AND MOSELLES,

BRANDIES,

WHISKIES,

GINS,

LIQUEURS,

BITTERS,

ALES, BEERS AND STOUTS.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 31st October, 1907. [18]

### HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY,

LIMITED.

## EXCURSION TO MACAO.

On SUNDAY, the 17th November,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 4,338 " " H. I. Black.  
 "FATSHAN," 2,360 " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " B. Branch.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).  
 Departures from Canton to Hongkong daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Valentine.  
 "SUI-TAI," 1,551 " " G. F. Morrison (At Dock).  
 "HEUNGSHAN," 1,995 " " R. D. Thomas.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST, (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain R. Ramby.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain S. Bell Smith.  
 "NANNING," 569 " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 11th November, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

## THE Steamers.

"LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by THE "CLIMATE" ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. COMPANIES.  
 Hongkong, 2nd November, 1907.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.  
 BARRETTO & CO.,  
 General Agents.

Hongkong, 22nd October, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,  
 Agents.

Hongkong, 5th April, 1907.

## Hotel.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells.  
 Bath Rooms attached to Each Room.

Telegraphic Address:

"OHY" HONGKONG,  
 Telephone No. 14.

Unrivalled for Comfort and Cuisine.  
 Thoroughly Up to Date with Every Modern Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,  
 Proprietor.

(36)

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 975 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 9 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Snodds, A. 1, and Watkins.

Yokohama, May 23d, 1905.

(37)

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES

For	STEAMERS	To SAUL
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 9 A.M., 13th Nov., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SACHSEN" Capt. Woltemas	About THURSDAY, 14th Nov., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUITFOLD" Capt. Kirchner	About TUESDAY, 19th Nov., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. v. Bizer	THURSDAY, Noon, 21st Nov., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, Noon, 5th Dec., 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th November, 1907.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAPAN	First half Nov.	JAVA PORTS	Second half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIBODAS	JAPAN	Second half Nov.	JAPAN	Second half Nov.
TJIKINI	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,  
 Hongkong, 11th November, 1907.

(13)

## Dentistry.

## TWIN TING.

LATEST METHOD OF DENTISTRY.  
 STUDIO AT NO. 34, DAQUILAN STREET.  
 REASONABLE FEES.

Consults Half Free.  
 Hongkong, 20th June 1904.

## Dr. M. H. GRAUN,

THE LATEST METHOD

of the  
 AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL.  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 16th April, 1905.

## A DANCING RENAISSANCE.

REVIVAL OF STATIONARY OLD ENGLISH MEASURES.

This winter is likely to see a genuine revival of ancient dance and music. Most dancing classes worthy of the name are going to place them first on their programmes and it really looks as though dancing, with strenuous attention to instruction and practice, was going to become graceful.

Most people agree that modern dancing is well, is not exactly graceful. Miss Chaplin, who started her dancing classes for the winter at Hampstead Conservatoire last month is quite sure about it. Miss Chaplin is going to help to reinstate the rough and tumble of the modern ball-room. At her classes the old dances, with their old grace, will be a special feature. Among those she is teaching, and which will be danced this winter where dancing is held in reverence, are the following—

Pavane. Allemande.  
 Galliard. Courante.  
 Chaconne. Sarabande.  
 Siciliano. Minuet.  
 Rigaudon. Gavotte.  
 Passepied. Tarantelle.  
 Canaries. Jig.

LESSONS FROM THE SEVENTEENTH CENTURY. A certain portion of the lessons will be devoted to the teaching and improvement of modern dancing, but the above will be the principal ones, including the old English dances from that ancient gem, Playford's "Dancing Master," A.D. 1655.

Miss Chaplin does not merely teach these ancient dances. She knows all about them historically. She is most enthusiastic concerning them, and very interesting are her descriptions of them. Some of them she gave to a "Morning Leader" representative.

"All in a Garden Green," for instance. This is danced to the air in Playford, harmonised by Prendergast, and is a typical example of an early set dance, in which the natural greeting of kissing comes as a particular effect. It is also a specimen of the contre-dance, which, although it often means something similar to "country dance," really means a set dance—the forerunner of the quadrille, for instance, in which the dancers are placed, necessarily, in opposite lines.

"Heartsease" is particularly noteworthy as an example of a formal dance, not infused with the often stilted grace of the Court varieties, but thoroughly tender and poetical in character. The deliciously quaint, plaintive air, with a curiously archaic turn in the melody towards the end, also calls for attention as an instance of the enormous variety in our popular tunes, which so few people appreciate nowadays at anything like their true worth.

"THE DRAGON." "Then there is 'Dragon,' a popular dance, by all accounts, of the time of Henry VII., which is another distinctive type of a dance, which grows like the old 'cumulative' folk-songs, of which the 'Honey that Jack Dull' is a readily recognisable instance. It is peculiar in that the dancers, standing in a row facing the spectators, begin in the middle. It is built up of a sort of generic figure or device called the May, frequently mentioned by Shakespeare, which is the origin of the 'chain' in the modern Lancers.

"The Canary," a tender and graceful dance, takes its name from the Canary Islands. Little is known of this dance, but Shakespeare mentions it in "Love's Labor's Lost," in which he makes one of the characters say, 'Canary it with your feet.' These quaint old dances are characteristic instances of the fresh, unfettered, graceful movements of the country-side in England, and, as such, as I think, are of peculiar fascination and importance.

In order to acquire the grace necessary for the reproduction of these old dances Miss Chaplin has devised "Aesthetic Arm and Head Exercises." The exercises are quite simple, but they produce the last word in grace.

## AN ARTIFICIAL FACE.

PARIS DOCTOR RECONSTITUTES ONE THAT HAD BEEN SHOT AWAY.

Paris, October 8.

A remarkable cure has been made in the case of a man whose face was nearly shot away, and who has been fitted up with an artificial face.

Riquier, who is 28 years of age, is an agricultural labourer of Bergerac, the Dordogne. Last May he was out shooting with a friend and received from the latter's gun a charge of buckshot in the face. Riquier's wounds and the consequent loss of blood were terrible. For a month he lay between life and death, and when he finally recovered he could neither speak nor eat, and had to be fed with liquid nourishment.

he case was considered so interesting that the man was sent to Paris to Dr. Delair, who has obtained renown as a "professor of facial reconstruction," in which capacity he was awarded the Grand Prix at the St. Louis Exposition.

Riquier arrived in Paris towards the end of July, and for the next two months Dr. Delair was hard at work. He had to fit the man with new jaws and chin, the apparatus being made of gold, silver, and hard and soft rubber. A portion of the tongue had also been shot away, and it was, of course, impossible to restore the missing part, but Riquier, thanks to the artificial jaws, can now speak fairly well.

The lips and a portion of the nose had disappeared entirely, so that now these members are of painted rubber. The same is the case with a part of the chin.

Dr. Delair took his patient out for a walk one Sunday recently. On the way, Riquier said: "Doctor, you have done so much for me. Could you not make me a beard? I had such a fine black one before."

Riquier's wishes have been complied with. He now wears a fine black beard.

The materials used in "reconstituting" Riquier's face cost Dr. Delair £40. A paying patient would have had to pay £60.

This is said to be the first instance of facial reconstruction on so large a scale.

Riquier returned to work a few days ago.

## To Let.

## TO LET.

A HOUSE IN KNOTSFORD TERRACE, KOWLOON.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
 Hongkong, 1st November, 1907. [16]

## TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.  
 Apply to—  
 THE COMPRADORE DEPARTMENT,  
 Jardine, Matheson & Co., Ltd.,  
 Connaught Road Central,  
 Hongkong, 22nd October, 1907. [19]

## TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 1, ZETLAND STREET.  
 No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.  
 Apply to—  
 LEIGH & ORANGE,  
 1, Des Voeux Road,  
 Hongkong, 16th October, 1907. [12]

## TO LET.

HATHERLEIGH, Conduit Road.

A HOUSE IN CLIFTON GARDENS, Conduit Road.  
 OFFICES IN YORK BUILDING.  
 GODOWNS IN PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOUEX ROAD next to the Hongkong Hotel.  
 FLATS IN MORETON TERRACE.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
 Hongkong, 8th November, 1907. [63]

## TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.  
 Apply to—  
 JARDINE, MATHESON & Co., Ltd.,  
 Hongkong, 19th October, 1907. [133]

## TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—  
 COMPRADORE,  
 Barretto & Co.,  
 Hongkong, 14th October, 1907. [605]

## For Sale.

## HUMBER CYCLES.

## THE BEST IN THE WORLD.

## Cycles Makers

## ROYAL WARRANTS

TO  
 H.M. KING EDWARD VII.

AND  
 H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.  
 From \$120 to \$150 each.  
 GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

## DRAGON CYCLE DEPOT,

AGENTS,  
 11, DAQUILAN STREET and KOWLOON.

Hongkong, 19th July, 1907. [147]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,  
 Manager.

Hongkong, 22nd June, 1907. [16]

## THE NEW FRENCH REMEDY

TRADE MARK THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Riquier, Riquier, Vulpian and others, combines all the elements to be sought in a medicine of the kind, and is a new and every thing hitherto employed.

THERAPION No. 1 is a really short time, often a few days only, removes all diseases, effectually supplanting injections, the use of which does irreparable harm by laying the foundation of stulticity and other serious diseases. Early victory, relief of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, will be found acted on singly or collectively, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a really short time, often a few days only, removes all diseases, effectually supplanting injections, the use of which does irreparable harm by laying the foundation of stulticity and other serious diseases. Early victory, relief of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, will be found acted on singly or collectively, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3 is a really short time, often a few days only, removes all diseases, effectually supplanting injections, the use of which does irreparable harm by laying the foundation of stulticity and other serious diseases. Early victory, relief of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, will be found acted on singly or collectively, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 4 is a really short time, often a few days only, removes all diseases, effectually supplanting injections, the use of which does irreparable harm by laying the foundation of stulticity and other serious diseases. Early victory, relief of the lower bowels, cough, bronchitis, asthma, and some of the most trying complaints of this kind, will be found acted on singly or collectively, affording prompt relief where other well-tried remedies have been powerless.

Sold by all Chemists.







## Intimation.

A. S. WATSON & CO.,  
LIMITED.E  
WATSON'S  
CELEBRATED  
BLEND.VERY OLD LIQUEUR  
SCOTCH  
WHISKY.  
A PURE MALT  
WHISKY  
OR  
GENUINE AGE  
VERY FINE  
AND  
MELLOW.

Per Case - - - \$15.00

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 12th October, 1907.

## BIRTHS.

On November 1, 1907, to Mr. and Mrs. Wm. A. C. Ford, a daughter.  
On November 6, 1907, at Shanghai, the wife of H. TOD, of a son.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 13, 1907.

## ABSIT OMNIBUS.

Adsett's has been punished according to the law of Great Britain—a law founded upon that evolved by the Roman Republic. That there are many men who object to capital punishment none can deny. But that any can say a word against the punishment meted out to Adsett is difficult to understand. How they can sustain their reasons it is not easy to discern. The man who was executed this morning appears to have been the companion of those who are usually considered to reside in the underworld. He may have been a man in the American Navy, but when he left the Navy he became as bad as the man in Pericles. Not only did he attempt to suggest in the Philippines that he was an independent citizen, but he also seemed to have lived upon the earnings of the "unfortunate." On the question of capital punishment there are diverse opinions, but in this case where an absolute brutal murder was committed few will hold that any other sentence than that of death was worthy of the crime. Adsett might be a first-class man, a good son, and all the rest of it, but the evidence showed that he committed the atrocity, not under the influence of drink, but while he was quite sober, self-possessed, and with a full knowledge of what might result. Whether opinions agree on the subject of capital punishment is not in question. But Adsett certainly, in our opinion, met his deserts when he suffered the extreme penalty of the law this morning. His bivouac and braggadoccio carried him through for a while, but neither of these was sufficient to carry him through the straightness of plain British justice. No doubt there may be the suggestion that was treated unfairly, inasmuch as he had no power of appeal, but we submit that his confession was sufficient to prove that the verdict of the jury arrived at, after careful and serious consultation, was entirely substantiated. It is melancholy to think that a man should suffer capital punishment. Adsett committed a crime under revolting conditions—a crime for which he would probably have been lynched in his own country, and a crime for which pardon was impossible. When a single woman takes her

child, and knowingly kills it, fearing the result of exposure, we can perfectly well understand her state of mind at the time, but when a man deliberately takes a woman to a hotel, kills her, crams her corpse into a box, and takes measures to get that box away he is deserving of no sympathy, and in receiving the extreme penalty of the crime, Adsett suffered what the law provided for his own misdeed.

THE TRADE-MARK SCANDAL  
IN JAPAN.

STRONG PR. TEST FROM AMERICA.

The important subject of the present status of the international trade-mark question is dealt with at considerable length in the current issue of the *Journal of the American Asiatic Association*. In an editorial it is pointed out that Japan is the only great commercial nation which has not expressed its readiness to extend, in its consular courts in China, the same measure of protection to a foreign trade-mark that the country of its origin is willing to extend to similar property owned by a Japanese subject. To obviate the objection that the Japanese system does not admit of the conclusion of such an agreement by an exchange of diplomatic notes, the Department of State at Washington is understood to be now engaged in the effort to negotiate a new treaty with Japan in regard to trade-mark and other similar forms of industrial property. It is to be hoped, says the writer, that Japan will not continue to plead disability to conclude such a convention because of the failure of the Treaty Powers to come to an agreement in regard to the rules suitable for trade-mark registration in China. Nor is it less to be desired that Japan should recognise the necessity of outlawing a number of trade-marks bearing Japanese names which her subjects have fraudulently appropriated from their foreign owners. The fact that there exists in Japan a technical right for anybody to register a trademark for which its owner has neglected to secure protection, and that legal ownership has thus nothing to do with priority of use, does not make the proceeding any more respectable, according to any recognised standard of international ethics. In somewhat forcible language this authority concludes, "It is commercial brigandage, pure and simple, and Japan must forfeit her place among the great Powers of the world if she insists on furnishing facilities to her people to establish a title to the possession of stolen goods."

## LOCAL AND GENERAL.

On completing her commission as flagship of the China Squadron, the cruiser *King Alfred* will return home.

The Chinese gun-boat *Kiang Ti*, one of the three ordered by the Viceroy of Liang-Kiang, was successfully launched from the Kawasaki Dockyard on 30th ult.

Queen Wilhelmina has conferred the Grand Cross of the Order of Orange-Nassau upon Lou-Tsang-Tsang, formerly Chinese Minister at The Hague.

An interesting case for shippers came before the Senior Magistrate, at Singapore, the other day, when Messrs. Wee Hin and Company were prosecuted by the Postmaster-General for failing to give the Post Office notice of an alteration in the date of the departure of their steamer, the *Hong Ho*. They were fined \$25 and costs.

Miss Gwendoline Woodcock, the elder daughter of the Secretary of the Sanitary Board, passed the Oxford Local Preliminary Examinations with distinction in English History at the last examination. Miss Woodcock is the only girl from Hongkong to gain distinction in any subject and also, it should be noted, is the only girl from Hongkong who has passed.

The Representative Board of the Anti-Opium Societies has passed a resolution which, while thanking the Government for its action on the opium question, expresses disappointment that the proposed reduction of the manufacture of opium by the Indian Government should be spread over such a long period as ten years, and be apparently conditional on the action of China, and presses for a speedier closing of the trade.—*L. & C. Express*.

COOLIES are known to enjoy pork, but it takes a good man to do what Lu Haug did yesterday. He went into the galley of the China Merchant steamer *Alfaro* and promptly commandeered a ham. Unfortunately for him he was seen while the act was performed, and his taste for pork will not be assuaged for several days to come—in fact for six weeks, which was the sentence passed on him by Mr. Hazeland, at the Police Court, this morning.

INFORMATION has been received in Manila of a number of cases of smallpox in Pangasinan where the people are being vaccinated as rapidly as possible. In Dagupan and other nearby towns there have been several late. Assistance has been asked of the health authorities at Manila to cope with the disease and it is probable that extra men will be sent to the province to assist those already in the field in their work.

## OXFORD LOCAL EXAMINATIONS.

TWENTIETH YEAR.

We have been favoured by Dr. G. H. Bateson Wright, local secretary, with the following results of the Oxford Local Examinations held in July last—

## HONOURS LIST, 1907.

Junior, Third Class, M-k Kai-look (Q).  
Preliminary, Third Class, Provost, F. (J).  
Preliminary, Third Class, Thuan, J. (J).

## GIRLS.

Junior, Third Class, Lay, K. M. (T).

## PASS LIST, BOYS.

(D) Brandt, F. J. A. A. (J) Teul Van-son, A. A.  
(D) Hastings, P. J. A. A. (Q) Accelli, A. A. A.  
(D) Whitfield, P. A. A. (S) Chau Kwai-lan, A. A.  
(J) de Graa, O. A. A. (S) Wan Ju-shing, A. A.  
F. M. A. A.

## Over Age, 19.

(S) Lukban, S. (T) Wu Chao-chu.  
(S) Tso San-fan.

## Junior.

(D) Chiu Yan-tai (J) Sequira, C.  
(D) Frewin, J. C. (J) Sternberg, M.  
(D) Lacey, G. E. (Q) Cheung Hok-chau

(J) Lopez, F. (S) Chan Ying-wing  
(J) Lopez, J. (S) Mathias, H. W.  
(J) O'Brien, P. J. (S) Wan Yik-shing

## Over Age, 16.

(D) Chau Chiu-yat (Q) Wong Lam-cho  
(J) Banto, A. (S) Chan, C.  
(J) Ezra, J. (S) Fung Man-sui  
(Q) Tso Chak-min (S) Li Chor-chi

## Preliminary.

(D) Ablong, P. E. (J) Wilson, A.  
(D) Anderson, H. (Q) Leung Lu-wing  
(D) Edwards, W. W. (Q) Mok, C.  
(D) Hall, A. (Q) Tsang On-wing  
(D) Litton, G. J. (S) Cheng I-ham  
(D) Strangman, T. (V) Friend, J. B. L.  
(J) Mayer, I. (V) Hoekjes, G.  
(J) Silva, J. (V) Stokes, T. G.  
(J) Tavares, J.

## Over Age, 14-16.

(D) Leung Ping-kwan (J) Tavares, F. J.  
(D) Muskett, W. H. B. (J) Xavier, D.  
(J) Blake, G. (Q) Hung Kwok-chi  
(J) Castro, H. (Q) Re redios, J. M.  
(J) Elias, R. (Q) Samy, A. R.  
(J) Maitos, J. (Q) Wong Tai cho  
(J) Rosario, L. (Q) Yeung Ming-san  
(J) Rosario, L. (S) Leung Nai-shun  
(J) Sales, J. (S) Leung Nai-hang  
(J) Silva, J. (V) MacNeill, M.  
(J) Souza, J.

## GIRLS, PRELIMINARY.

(T) Woodcock G. A. (Distinction in History).

Names of Candidates and Schools are in alphabetical order.  
D=Diocesan School S=St Stephen's College  
J=St Joseph's College T=Private Tuition  
Q=Queen's College V=Victoria British School.

Certificates expected in a fortnight.

PHOTOGRAPH, dated July 25, has been received at Simla from Dr. Sven Hedin, the famous Swedish explorer, who is now travelling through Tibet. His previous communication gave details of his journey up to his arrival at Shigatse. Dr. Sven Hedin, writing from the Mansarovar Lake, says that he and his party are all well and in good spirits, and his explorations have been fruitful in results, as he has been almost the whole time in inhabited country.

LONDON post offices have just received their share of the first issue (5,000,000) of the new world-stamp for international postage. The stamp, which is really a coupon worth 3d., and covers return postage from almost any Continental country, from Egypt, from Mexico, from Chili and Costa Rica, from Siam and Korea. The design on the coupon shows a goddess flying a message from hemisphere to hemisphere—an excellent miniature map of the world.

SPECULATION is already rife with regard to the filling of the Portsmouth and Devonport commands, which become vacant early next year. The China command has not infrequently been the prelude to that at Devonport, and inasmuch as Vice-Admiral Sir Arthur Moore's appointment as Commander-in-Chief of the Eastern Fleet, which includes the China Squadron, is drawing to a close, his name is mentioned as the probable successor of Sir Lewis Beaumont. There are, of course, the claims of other officers of vice rank to be considered.

ADMIRAL Sir C. E. Donville was to retire from the active list of the Royal Navy on 10th ult., on attaining the age of 65 years. It was for his skillful services and gallantry against pirates when lieutenant-commander of the *Albatross* on the China Station he was advanced to the rank of commander on Sept. 7, 1868. By his retirement Vice-Admiral Sir A. W. Moore, Commander-in-Chief of the China Station, is advanced to full admiral; Rear-Admiral C. G. Robinson, Superintendent of Portsmouth Dockyard, to vice-admiral; and Captain the Hon. W. G. Stopford, A.D.C., to rear-admiral.

We are informed, by Messrs. Jebson & Oslander, of Seattle, that they have become managing agents for the firm M. Jensen of Hamburg. They have already inaugurated a trans-Pacific freight service and will now have sailings from the Pacific coast at least monthly. For the present the destination of most of the firm's westward-bound steamers will be North China, proceeding thence from Puget Sound and the Columbia River, via Japan and Vladivostok. On the return voyage they will take cargo from North China and Japan to California ports as well as to the Columbia River and Puget Sound. The firm is also inaugurating a regular coasting service between Seattle, San Francisco, Mexico, and Central American ports, and with this combined Oriental, Central and South American service, they will be in position to name through rates between all points on the Pacific coast and principal ports in the Orient.—*Japan Chronicle*.

## ADSETT'S LAST.

## END OF THE TRAGEDY.

## STORY OF HIS CONDUCT IN PRISON.

Between the dark and the gloaming, this morning, William Hall Adsett, the convicted murderer of Gertrude Dayton, suffered the extreme penalty of the law.

Since the verdict against the prisoner was given by the jury, Adsett's conduct in a manner which fully betokened his realization of the crime for which he had been committed to prison. At first he became so hysterical that four warders were allotted to the post of watching him. His screams and howlings were miserable to hear. The chaplain came, and he refused absolutely to see him. Three times the chaplain attempted to pacify the man and each time the chaplain was ordered out by Adsett with contumely. He was unable to eat or read and his sleep was of the most fitful description. Even the gaolers were sorry for the pitiable condition to which this man had been reduced.

As usual everything that the rules of the gaol permit was allowed to him during the three weeks of terrible anticipations which he underwent. As a matter of fact in some respects the rules were relaxed in his favour, and the warders, who were appointed to that special and unpleasant duty of looking after him, treated him as the child that he evidently appeared to be when the full significance of the sentence was understood by the condemned man.

It has already been stated that Adsett had attempted to take his life by dashing his head against the walls of the cell. But, from the information which is at our command it is impossible to convey any idea of the frantic state of the accused during those weeks that he has lived. Being an American he doubtless thought that the law would be as slow, or rather as it appears to be, in the country from which he came. British justice is quick—whether it is always sure is a different question—but when it came to the point Adsett behaved like a man and exhibited the characteristics which he probably obtained as a marine in the service of the United States Government.

All his wallings and weepings were finished. He had already made his confession and he understood that it was impossible now to fight against the law which had decreed him to a sentence—that of capital punishment—which the majority of people at the present day object to, but which nevertheless is the law of England. At five o'clock this morning, Adsett was pensioned by the executioner. He walked to the scaffold without assistance. The chaplain asked him the usual questions.

"Have you anything further to say now?" Adsett in a firm, calm voice, which was wonderfully different from the tone he had used before said—"I thoroughly deserve my sentence. I'm sorry for what I've done, and may God have mercy on me."

The executioner adjusted the white cap, and the bolt was drawn. Death was certified as instantaneous.

The only persons present were the assistant Superintendent of the Gaol, the Doctor, and the two warders who were in charge of the man.

The sounding of the gong in prison was the only method by which the hanging of the prisoner was made known.

The body afterwards was laid out for examination by the Coroner's jury.

This afternoon, at the Magistrate's Court, Mr. F. A. Hazeland, assisted by a jury, of whom the following were the members:—C. Arnold, F. O. U. Kellinghuson and H. Rapp, held an inquiry on the corpse.

The Assistant Superintendent of the Gaol and the Principal Warder gave evidence to the effect that the sentence pronounced by the Court had been duly carried out.

Thereafter, Dr. W. A. Monie, medical officer of the Victoria Gaol, gave his evidence, which showed that Adsett had died as the result of the ruling of the Court from dislocation of the neck.

The jury brought in a verdict in accordance with the evidence adduced.

M. SHIPPOFF, formerly Russian Minister of Finance, and M. Putiloff the present Financial Under Secretary, have been commissioned to proceed to the Far East for the purpose of establishing trade relations between Russia and Japan, and settling questions respecting the Manchurian Railway.

THE *Tempi* makes a strong protest against the proposal of the Budget Committee to effect a sweeping reduction in the numbers of the garrison which France maintains in Indo-China. Three years ago this force totalled 3,300, which was reduced a year ago by the suppression of the Reserve Brigade which had been specially formed in view of the troubled state of China at the time of the siege of the Legations at Peking. This reduction was justified by the return to normal conditions in China. Now, however, a further reduction has been voted which will bring the total garrison to less than 20,000 men, which the *Tempi* declares to be dangerously insufficient. Although France is relieved from certain difficulties in that region by reason of her recent Treaty with Japan, that same Treaty engages her to act in concert with Japan to ensure peace and security in the neighbouring Chinese dominions. The *Tempi* remarks: "Either this means nothing, or it means that in certain circumstances we could be called on to intervene in China, as we did in 1900. And it is at the moment when we have undertaken this engagement, at the moment when the advanced age of the Dowager Empress causes apprehensions of those troubles which so often accompany changes of regime in China, that we leave our Far Eastern possessions without troops."—*L. & C. Express*.

## BY RAIL TO TAIYUAN-FU.

[Note by a Special Correspondent.]

On Wednesday, October 15th, the last rail was laid which completed the "iron-horse" road to Taiyuan-fu, the capital of Shanai, a province famous for its mineral wealth. Your correspondent made the journey westward from the Peking-Hankow line some days before this and had to make the last few miles by horse-back. Regular passenger and goods traffic has been maintained for some time past from the so-called "junction" at Shihkiao-chwang, a mud-butt village not far from Chastow, which is nearly a half-hour's train-ride south of Chengting-fu in Chihli, to Yüze, some twenty miles south-east of Taiyuan-fu. Most maps, as for instance the generally excellent map published by the China Inland Mission, put the junction at Chengting-fu. But this is a mistake as anyone dropping off at Chengting-fu in the hopes of making connections will discover to his sorrow. Thanks to the courtesy of the engineers, your correspondent was able to traverse nearly all of the remaining interval beyond Yüze by construction train, and to-day Taiyuan-fu itself can be reached in this way. Before long this last section also will doubtless be ready for regular traffic.

On October 15th a special train with flying colours carried the French engineers and the Assistant Chinese Director-General all the way from the eastern to the western terminus, and on that day a change in schedule gave two regular passenger trains each way daily. The full journey at present requires a stop-over of one night en route, but in about a month it is expected that the train which leaves the junction with the Pehai line at 7 a.m. will reach Taiyuan-fu the same afternoon at about 5. The second west-bound train leaves the junction at 4 p.m. just twenty minutes after the arrival of the weekly *train de luxe* on the Pehai line—whether the latter be from Hankow or Peking, for a change in schedule on this main line brings the through trains to this junction at the same time of day according to this new schedule. Since October 15th, the *train de luxe* leaves Peking every Thursday at 9.30 a.m. and Hankow every Sunday. This west-bound afternoon train on the Shanai line stops for the night at the highest part of the run which is considerably east of half-way. Taken all-in-all, this "Ligne du Chanai," built by the "Compagnie Impériale des Chemins de fer Chinois" (also the builders and operators of the Pehai line) is in our judgment the most difficult of construction of all the lines yet completed in China, although the problem of crossing the Yellow River makes the Pehai line a very worthy compeer; for the Yellow River Bridge is truly marvellous with its 103 spans of 30 metres each—founded amid the rush of muddy waters and on the treacherous bottom of "China's Great Sorrows." This bridge, however, is the one feature, aside from a small bit of not over-exciting mountainous road just south of Hupé's northern border, that relieves the Pehai line from monotony.

The Shanai line, however, has a very mountainous region to traverse and, in a word, it is for the most part a long sloping sinuosity with several graceful entire horse-shoe curves. At one place there is a particularly narrow U on one arm of which stands the station of Weichow. The highest part of the line is 35.5 ft. above sea-level, while the western terminus is about 2,600 ft. above sea-level. The total length of the line is practically 150 miles while an air-line between Chastow and Taiyuan-fu would be not much over 120 miles, so that the line has what we may term a sinuosity of 25%. The stations are rather frequent, 25 in all—with an average interval of a little over 5.1 miles, whereas on the more level and much longer Pehai line the interval is two to three times this on the average.

In the eastern or lower part the line winds in and out among terraced hills and cuts through great banks of loess deposits—these "cuttings" requiring skilful terracing and draining to prevent rapid erosion, etc. Further west the hills became more formidable and call for several tunnels while the mountain streams cross ed give play for the bridge-builders' skill. Coal is encountered about midway on the line. It is of quality anthracite and is mined in great chunks about 10' x 12' x 16' in bulk. The mines are within the concession of the Peking Syndicate, and the railroad does a good business in coal transportation, the freight on coal alone already running about \$1,000 a day.

Several slow-moving camel trains were seen wending their way heavily laden, but their number is rapidly decreasing and doubtless they will soon be entirely superseded except side and local distribution and collection of goods.

The general aspect of the country is very similar to that of the State of Utah in North America.

Owing to the difficulties of construction—and yet these do not seem to us to have really necessitated this choice—the engineers have made the line narrow gauge. There can be, then, no real junction with the Pehai line which is standard gauge. At present the stations at the so-called "junction" are in adjacent areas and for freight traffic the tracks are brought parallel. All goods must be transhipped. The coal must be tossed lump by lump from the Shanai car to the Pehai car on the adjoining track. As traffic increases, as it must tremendously, we fancy this feature will prove a bit awkward.

The engineers who have justly won their laurels in building this well-constructed and finely equipped road (the passenger accommodations are throughout just one grade or class better than on the Pehai line) are M. Georges Espagnol, Engineer-in-chief; M. Millorat, Adjunct Engineer-in-chief, and M. Jacques de Lapeyrière, First Assistant Engineer. The people of Shanai may yet come to recognize their meritorious work as the prosperity and development which this road is sure to induce begins to spread.

M. Espagnol is about to return to France and M. Millorat will be engineer-in-chief.

## Telegram.

"HONGKONG TELEGRAPH"  
SERVICE.

## SHANGHAI TRAGEDY.

## ACQUITTAL OF VARIAM SINGH.

[From Our Own Correspondent.]

Shanghai, 13th November,

3 p.m.

Variam Singh, who was alleged to have murdered a Sikh woman on board the *Shaohsing*, was acquitted yesterday evening.

## CANTON DAY BY DAY.

## WEICHOW CHINESE SUSPICIOUS.

[From Our Own Correspondent.]

Canton, 12th November.

A correspondent writes from Weichow to the effect that, a few months ago, two gunboats of foreign nationality were seen lying in the river at a place called Hai Feng, in the district of Kwai Shan, in the prefecture of Weichow, for some time. Some foreigners from these gunboats were also seen busily engaged in surveying the waterways from there to the interior extending to the mountains of Niem Shan. It is the opinion of the natives that the foreigners had some sinister design in surveying those waters, as the district offered favourable positions for the establishment of fortresses. Now some foreigners have again appeared on the scene and have put up flags to mark out a portion of the bank around the small islands there, and have also marked out the boundaries in the Niem Shan mountains with white poles, which to the minds of the natives seem to show that the marked out places will be acquired by the foreigners. But so far the officials of the locality have no knowledge of these facts.

## LOCAL SELF-GOVERNMENT.

Instructions have been received by the Canton High Authorities from the Capital to prepare a report on the policy to be followed and the arrangements to be made for the early introduction of self-government into the different prefectures and districts throughout the province of Kwangtung, and to forward the report to the Capital to the Ministry of Internal Affairs (the Minchengpu) who will discuss it and, if found suitable, will approve of it.

## LIKIN COLLECTIONS.

It is now ascertained from an official report that for the second half year of the last Chinese year, the total collection of Likin duties for the whole province amounted to Taels 2,178,230 of which amount Taels 1,011,880 have been remitted to Peking and the balance of Taels 2,940 is to be appropriated towards defraying the cost of the administration of the Kwangtung Government.

## SECRET INQUIRY.

Mr. Ko Yuh-min, a member of the Ministry of Foreign Affairs, has arrived here on some mission of inquiry and has reported his arrival at the Viceregal yamen. Mr. Ko is at present staying at the Canton-Kowloon Railway Office.

## OPIMUM HABITUÉS.

The return of patients admitted into the Canton Fong Pin Hospital for treatment since the establishment of the institution, and the number of those who have been discharged upon recovery, is as follows:—Admitted into the Hospital 15,537. Discharged from Hospital on recovery, 5,544. In addition to the above 253 opium-addicted patients were admitted for treatment, and those who have recovered and were discharged from the institution numbered 203.

## SPECIAL COMMISSIONER.

Taotai Fung Yuen-tung has been ordered by the Ministry of Communications and Post (the Yuchunpu) at Peking to proceed to the Southern capital to investigate into affairs in connection with the Canton-Hankow Railway, and into matters with regard to the Canton branch of the Imperial Chinese Telegraph Administration. Taotai Fung is reported to be a passenger per the C. M. S. N. Co.'s s.s. *Kwangle*.

## MORE DETECTIVES.

The Canton Police Department has decided to add another twenty members to its detective staff, and has sent out notices to the different stations to submit the names of probably suitable candidates for selection to fill these positions. The stations have been advised to recommend only men well acquainted with the city and local circumstances.

## PROPOSED TRADING CENTRE.

Upon the recommendation of the late Taotai Shum Chuan-fu, taotai of the circuit of Weichow, Chaochow and Kayinchow, it was proposed to open a trading centre at Tai Ching Ping near Swatow, the purchase of land, etc. for which is estimated to cost several tens of thousands of dollars. The authorities, seeing that Government funds are at present unavailable have decided to invite subscriptions to shares in forming a company for the carrying out of the proposal.

## SHIPPING AND MAILS.

## MAILS DEPT.

English (*Malta*) 14th inst., 6 p.m.  
German (*Sachsen*) 14th inst., 4 p.m.  
Indian (*Gregory Aggar*) 14th inst., morning.  
American (*China*) 16th inst., a.m.  
Canadian (*Empress of China*) 17th inst.

The s.s. *Cardigan* left Singapore on 12th inst., and is due here on 18th inst.

The P. M. S. Co.'s s.s. *China* arrived at Manila at 3 p.m. on 12th inst., and will sail about noon on 14th inst., which will make her due in Hongkong on 16th inst., morning.



## Telegrams.

[Ruler's.]

## Admiral Sir Percy Scott Conferred.

London, 11th November.  
In compliance with the orders of the Admiralty to prepare for the visit of the Kaiser, Admiral Lord Charles Boscawen on the 4th inst. signalled a general order to the Channel Fleet to suspend current operations and repaint.

Rear-Admiral Sir Percy Scott, in transmitting the order to one of his squadrons on the Portland firing range, signalled: "Paint work appears more in demand than gunnery so you had better come back in time to make yourself look pretty by the 8th inst."

Admiral Boscawen summoned Admiral Scott on board his flagship on Friday, and subsequently signalled a general order to the fleet describing Admiral Scott's signal as contemptuous and insubordinate, and announcing that Admiral Scott had been directed to order its expungement from the logs of the vessels concerned.

## The Kaiser's Visit.

The Kaiser received the most hearty welcome at Portsmouth and Windsor.

The Kaiser will leave England in a few days, visiting Queen Wilhelmina on the 17th inst.

## The New Chinese Minister.

The new Chinese Minister has arrived in London.

The M. O. C. in Australia.  
SOUTH AUSTRALIA: THE MARYLENE CRICKET CLUB.

First innings, South Australia 343; M.C.C., 333 for 4 wickets.

## TYPHOON WARNINGS.

The American Consul-General received the following telegrams from the Manila Observatory:

November 12, 1 p.m.  
Typhoon passed N.E. and N. Guam inclining westward appears now about W. W. Guam.

November 13, 2.10 p.m.  
Typhoon now north Yap in about 15 lat., moving westward.

## INTERPRETATION.

THE CRICKET GROUND.

Tickets of admission for members and friends to the 1st on the Cricket Ground on Saturday, 16th inst., 9-12 p.m., are being posted to members and (non-members) guarantors. Additional tickets may be obtained on application at the Club pavilion.

The general public are admitted to the Murray Road side of the ground and will not require tickets.

## WATER RETURN.

Level and storage of water in reservoirs on the 1st November.

	1906.	1907.
Tytam...	2' 10" above overflow	2' 7" above overflow
Byewash...	12' 0" above overflow	12' 1" above overflow
Low Level No. 1...	2' 9" above overflow	2' 5" above overflow
Pokfulum...	2' 9" above overflow	2' 9" above overflow
Wong-nei-chong...	2' 0" above overflow	1' 11" above overflow

	1906.	1907.
Tytam .....	427,300,000	407,000,000
Byewash .....	8,38,000	26,335,000
Low Level No. 1...	210,125,000	
Pokfulum .....	59,90,000	69,910,000
Wong-nei-chong...	37,762,000	31,000,000

Total .....

Consumption of water in the City of Victoria and Hill District during the month of October, 1906. 1907.

Estimated population .....

Consumption per head per day .....

Constant supply during the whole of October, 1906.

Constant supply during the whole of October, 1907.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

## KOWLOON WATER WORKS.

LEVEL.

1906. 1907.

Kowloon Gravitation Reservoir...

STORAGE GALLONS.

1906. 1907.

Kowloon Gravitation Reservoir...

Note.—The supply from the original intake works was discontinued at the end of 1906, but the new gravitation works have not hitherto been sufficiently advanced to justify publishing returns of the storage.

Consumption in Kowloon during the month of October:—

1906. 1907.

Consumption .....

Estimated population .....

Consumption per head per day .....

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## THE MAILS IN CHINA.

SINO-JAPANESE DIFFICULTY SETTLED.

As the result of a conference between Mr. Abe, Japanese Chargé d'Affaires in Peking, and Mr. Na-tung, a Secretary of Chinese Foreign Affairs, the refusal of the Chinese Government to allow Japanese mails to be carried by rail between Peking and Mukden other than through the Chi ese post-office has been withdrawn. An official dispatch from Peking states that the following agreement has been arrived at:—Mails shall be forwarded by the Japanese post-office by rail between Peking and Newchwang as before, but the transmission of mails between Peking and Mukden shall be entrusted solely to the Chinese post-office on and after the 1st proximo. It has further been agreed that negotiations for the revision of the Postal Convention with regard to the postal service in the interior of China shall be opened with as little delay as possible. —Japan Chronicle.

## ONE SHIP, ONE NAME.

IMPORTANT BOARD OF TRADE REGULATIONS.

Several important regulations concerning the naming of ships have just been issued by the Board of Trade. Under Clause 50 of the new Merchant Shipping Act it is provided that "the Board of Trade, in conjunction with the Commissioners of Customs, may make regulations enabling the Board of Trade to refuse the registry of any ship by the name by which it is proposed to register that ship if it is already the name of a registered British ship, or a name so similar as to be calculated to deceive." Effect has now been given to this provision, and it will come into operation on and after January 1, 1908. Fishing boats and yachts belonging to a recognized club and used for pleasure only are excepted.

According to the law as it at present stands, shipowners can give any name they please to a vessel when she is registered, unless she has been bought from foreigners. And in this latter event she must bear her former name except, with the permission of the Board of Trade. The result is, that under existing conditions identification is often a matter of difficulty. For instance, it often happens that a P. and O. and an Anchor Line boat of the same name are simultaneously loading at Calcutta for the same voyage and destination. As a matter of fact the Allan and Leyland lines, engaged in practically identical trades, are indistinguishable on paper, while the Anchor Line has no fewer than seven steamers duplicated as to designation in the P. and O. fleet, three in the Pacific Steam Navigation, and two in the British India Company. And as it is by no means improbable that several of these vessels may be similarly situated a good deal of anxiety may easily result from an accident to any one of them, at least pending identification.

A glance at the list of British steamers shows that a great variety of appellations is called into operation, although the duplication is surprisingly common. It is a preference in regard to female names it is for those of the short order such as Ada, Blanche, Daisy, Ethel, and Mary. The names of kings are comparatively few, but the Saints have a big demand upon them. Such names as Achilles, Hercules, and Ajax are appropriately confined to tugs, and the Americans have a habit of naming their vessels after individuals. In this connection it is of interest to note that the Hamburg-American Line are naming their two latest vessels President Grant and President Lincoln, possibly with a view of securing American patronage.

After all, there seems no reason why there should be more than one ship of the same title. It will, of course, take some time to get this state of things established, but as the natural usage of the mercantile marine proceeds, the condition of "one ship, one name" should be gradually attained.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 13th at 11.55 a.m.—The barometer has fallen slightly over E. Japan, the Bonins and the E. coast of China, and risen a little in W. Japan.

The shallow depression appears to have moved into the N.E. of Japan. Pressure seems to be low also over the Pacific to the Bonins. It is highest over N. China.

Gradients are slight on the China coast and moderate monsoon may be expected in the Formosa Channel, and fresh monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

## FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate or fresh; cloudy, some light rain.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

GREAT interest is being taken in the City in the growth of California's oil trade with Japan. This is to some extent the result of the purchase by the Japanese of two tank steamers to run in the oil trade of the Pacific and the Far East. Directly the present remarkable boom in tank steamers started the Japanese bought the *Hermione* from Messrs Dowling and Company, had her fitted on the Tyne to burn liquid fuel, and are now sending her away to carry oil for Japan. They have also purchased from the same company a vessel which is at present on the stocks. This shows that the Japanese are determined to have their own oil-carrying fleet. Japan has made contracts with Californian oil companies for the delivery of huge quantities of liquid fuel. There are no fewer than 22 tank steamers building at the present time, some of these will be launched before the end of the year, and the entire fleet will be in service early in 1915. They are all splendid steamers, every one a petrol carrier, if necessary.—Pall Mall Gazette.

## CAMPAIGN ON OPIUM.

THE MOVEMENT IN THE PHILIPPINES.

The Manila Times says:—There is probably no movement on foot in these islands at this time which is fraught with the promise of so much good as the crusade against opium, the victorious culmination of which will take place March 1 of 1908 when the law totally prohibiting the use of the drug, except in certain specific instances, will go into effect.

It has been calculated by the Bureau of Internal Revenue that in these islands the vice holds at least 40,000 victims in its grip, of which number about 20,000 are Chinese and 20,000 Filipinos. Here and there is an old American who has become a slave to the habit.

It is hoped that, with the plan now in operation by which the amount of the drug used by its devotees will be gradually reduced, the way to total prohibition may be made so easy that when the final mandate goes into effect it will not be seriously felt. Already several cures have been made and several cases are known where men, long addicted to the habit have been able to give it up.

In one instance, that of a Chinaman who had used the drug for 14 years, the American by whom he was employed, after repeated solicitations on the part of the Chinaman, took his case in hand. He told the Chinaman simply to quit using it but to let him, the American, know when the craving came upon him strongly. Three days after swearing off the Celestial went to his employer and told him the thing could be stood no longer. The American gave him a hypodermic injection containing some opium, which was repeated once or twice. Finally, unknown to the Chinaman, he was receiving injections of nothing but water, but imagination was strong and the cure proved successful. That Chinaman has gained twelve pounds since he stopped using the drug.

Another story showing the awful grip which the habit sometimes takes is that of the murder of a Chinese provincial dealer in the drug. Two of the "floods" who knew of his intention to go to a neighbouring town to purchase a large quantity of the drug, lay in wait for him. They let him pass them on the road with a big sum of money on him, on his way to buy the drug, leaving him unmolested there. On his return, however, with a large supply of the drug, they set upon and killed him, making away with all the opium. It was that and not money they wanted, as they knew that they, having no licence, would find difficulty in purchasing the poison that would satisfy their depraved appetite.

Under the "diminution" plan which went into operation last week and which will be continued until absolute prohibition goes into effect March 1 of next year, the eight or nine thousand Chinese here in Manila who are given to the use of the drug, must apply for it at one of four shops which have been designated by the Bureau of Internal Revenue.

October 17, when the gradual diminution system became operative, all the opium in Manila was taken over by the Bureau of Internal Revenue. It is now stored in the four shops or warehouses mentioned, under government supervision, although still the property of those who owned it at the time of seizure. There it is dispensed in limited quantities to those who are entitled to and can produce a certificate. A certificate now costs P5 and the price is to be increased P50 each month, and it can be seen that the amount distributed will be steadily and systematically decreased, the cost of the certificate and the lesser amount of opium both tending in that direction. It is estimated by the Bureau of Internal Revenue that when the law totally prohibiting the use of the drug, except under the prescription of a physician, goes into effect, the amount of opium in the city will be just about exhausted.

Under this gradual diminution system now in force only Chinese may purchase, Filipinos and others being debarred. That it is impossible to obtain it elsewhere than at these four stores is shown by the experience of one Filipino user of the drug. After trying his hardest to get enough to satisfy his craving he became desperate and had to hide himself in the authorities of the Internal Revenue Bureau and ask them to take care of him or he would die. He was at once sent to the hospital and is now either cured or being cured.

Though the loss to the government in revenue when the pernicious use of the drug is abolished will be very heavy, P1,000,000 through the customs and P500,000 through the Bureau of Internal Revenue, the government is willing to forego those sums and even to spend a million more in "cures" if necessary, so vicious does it believe the habit and so destructive of the individual morality and as a contributor to the country's wealth through labour.

And not only the government but every religious denomination in the islands is anxious to suppress the evil and do what it can to relieve its unfortunate victims. Practically any and every hospital in the islands is at the disposal of the victim of the opium habit who wants to be cured. At all the government hospitals, at the Chinese hospital, and at the hospitals of the Roman Catholic and Protestant churches, curative treatment will be given free.

The Chinese merchants of the city and Chinamen here generally are showing a most commendable spirit, giving the government all possible co-operation. They have decided not to employ any Chinaman addicted to the drug who does not accept the government's means of cure or take himself in hand. The new Chinese vernacular newspaper, also, the Yek Yao Sun Po, is taking a lively interest in the campaign, 13 out of its 42 issues dealing with the vice and the efforts of the government to extirpate it, and all the articles abetting the means being employed and calling upon Chinamen to reform.

As a result of the steps now being taken it is believed that by March 1, 1908, the back of the opium vice in the Philippines will be broken and that the law will then go into effect quietly and effectually.

## LUSITANIA WINS THE BLUE RIBBON.

BEATS THE BEST OF ALL GERMAN RIV. LS.

New York, October 11.

Smashing every ocean record and regaining for England the Blue Ribbon of the Atlantic, the Lusitania arrived here at seventeen minutes past one this morning, occupying just 4 days 19 hours 53 minutes on the voyage, and making the splendid average of 24 knots an hour.

She encountered a good deal of rough sea and head winds, and the engineers are confident that with favourable weather she will be able to make still better time.

She logged 617 miles on Wednesday (16 knots more than any other vessel has done), and there is every reason to believe that she can do 650 knots.

The American manager of the North German Lloyd line to-day called upon the American representative of the Cunard, Mr. Vernon Brown, and formally handed over the Blue Ribbon to England's representative.

"It is better to have held the record and to have lost rather than never to have held the record at all," was the burden of his little informal speech.

In a blaze of glorious sunshine the Lusitania, which spent the night at anchor off the port, steamed triumphantly to her landing stage this morning.

There was a repetition of the scenes of noisy welcome, flag-waving, and cheering on ship and on shore, which have already been described in the "Morning Leader" as marking the arrival here of the same vessel on the finish of her maiden passage.

## LOG OF THE LUSITANIA.

The log of the Lusitania, says Reuter, gives the following particulars of her passage:—

Arrived Sandy Hook bar, 1.17 a.m.

Time of passage, 4 days 19 hours 53 minutes.

Average speed, 23.933 knots.

Runs per day, 41, 590, 618, 617, 600, 3.4.

Total distance, 2,780.

The time accomplished by the great Cunarder in the voyage just completed beats that of her maiden trip approximately by five hours.

The last day's run was apparently the fastest of the voyage, the speed sometimes reaching 25 knots, the sea was smooth and there was little resistance from the wind. The speed for the whole voyage averages almost exactly 24 knots, while the average on her maiden trip was 23.01.

## THE ALLEGED DID IT.

It appears that on Tuesday night, when the Lusitania's turbines were working at top speed, the heat in the stokehold was so intense that one of the firemen temporarily went out of his mind and became so violent that it took half a dozen other stokers to carry him to the ship's hospital.

On that evening, to mark their appreciation of the day's run (658 miles) the officers gave each of the firemen a bottle of ale, and next day the Lusitania broke all records, making 617 knots. But the firemen received no ale that night, and to this they laughingly attribute the fact that only 600 knots were recorded on Thursday.

Capt. Watt call the ship "a daisy," and says that with more favourable weather conditions she can do better still.

## THE GREATEST ENTHUSIASM.

Three thousand passengers crowded to the rail when the liner was passing Nantucket lights. The greatest enthusiasm was displayed on board over the record-breaking trip.

A concert which was given on Thursday evening developed into enthusiastic speech-making. Several well-known Americans gave voice to their sentiments, congratulating England on regaining the mastery of the seas. The evening ended with cheers being given for the builders, the engineers, the captain, the officers and men, and the Lusitania.

## GERMAN'S GRACEFUL TRIBUTE.

In an interview, yesterday, says a Reuter New York telegram, Mr. Gustav Schwab, the general manager in New York of the North German Lloyd, said: "The Lusitania is undoubtedly a wonderful steamer, and she has made a splendid record."

"Of course, it is with regret that the North German Lloyd parts with the ribbon which is the emblem of speed and superiority at sea, but in giving it up we have the consolation of knowing that there is only one steamer in all the world which is faster than our Kaiser Wilhelm II."

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2.03
Do. demand	2.01
Do. 4 months' sight	2.01
France—Bank T.T.	2.55
America—Bank T.T.	49.92
Germany—Bank T.T.	3.71
India T.T.	151
Do. demand	152
Shanghai—Bank T.T.	74
Singapore T.T.	14 1/2 prem.
Japan—Bank T.T.	99
Java—Bank T.T.	122

Buying.

4 months' sight L/C.	3/1 1/16
6 months' sight L/C.	3/1 5/16
30 days' sight San Francisco & New York	50
1 month's sight	51
30 days' sight Sydney and Melbourne	11 5/16
4 months' sight France	2.65
6 months' sight	2.74
4 months' sight Germany	3.74
Bar Silver	37 3/16
Bank of England rate	7 1/2
Bank of France	31 1/2
Gold	97 1/2

## To-day's Advertisements.

LOST OR STRAYED.

ON the evening of 12th instant from "Larkspur," 32, Robinson Road, a white BULL TERRIER (4y. with all his Fawn markings—No. 401 and owner's name on collar. Information leading to its return will be appreciated and liberally rewarded, if necessary.

Apply to—  
H. P. WHITE,  
c/o Douglas LaPraik & Co.  
Hongkong, 13th November, 1907. [995]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
ON  
MONDAY.

the 18th November, 1907, at 11 A.M., at Messrs F. Blackhead & Co.'s Coal Sheds at Kowloon Point,  
3,075 Tons CARDIFF COAL,  
(all more or less damaged by Fire and Water).  
TERMS—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 13th November, 1907. [996]

## Intimations.

HONGKONG GYMKNANA CLUB.

A GENERAL MEETING of the above will be held at the Jockey Club Offices Club Annex, TO-MORROW, the 14th instant, at 5.15.

REGINALD F. C. MASTER,  
Hon. Sec. and Treasurer.  
Hongkong, 12th November, 1907. [990]

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

IN THE BOTANIC GARDENS.

TO-MORROW, 14TH NOVEMBER.

Open from Noon to 6 P.M.  
Admission: 50 cents to 4.30 30 cents after.  
Children half price.

TEA will be obtainable on the Grounds.  
By kind permission of Lieut.-Col. W. SCOTT-MONCRIEFF and OFFICERS, the Band of the Third Battalion Middlesex Regiment will play from 2.30 to 6 P.M.

Hongkong, 11th November, 1907. [988]

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE SECOND DANCE of the Season will be held in the City Hall, on December 4th, 1907. Invitation Cards are now available and may be obtained from the undersigned.  
Late Launch will leave Ferry Wharf for Kowloon at 2.30 A.M.

JOHN J. BLAKE,  
Secretary.  
Hongkong, 11th November, 1907. [994]

## HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On TUESDAY, the 19th November:—  
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M., and finishing at 2 P.M.

On FRIDAY, the 22nd November:—  
From Belcher, in a Westerly direction, at ranges up to 10,000 yards, commencing at 2.30 P.M., and finishing at 5.30 P.M.

If the weather is unfavourable on either of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N.,  
Harbour Master, &c.  
Hongkong, 11th November, 1907. [991]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &amp;c., &amp;c.,

SHEWAN, TOMES &amp; Co.,

General Managers.  
Hongkong, 22nd May, 1907. [992]

## NOTICE.

NOTICE is hereby given that on and after this date all RECEIPTS and COUNTERACTS or ORDERS for goods purchased in connection with the business of this Hotel, must be signed by HO SHAU CHEUNG (何少章) and HO MAN YUK (何文玉) or either of them, otherwise the Proprietors of this Hotel will NOT be RESPONSIBLE for same.

Notice is hereby also given that the Proprietors of this Hotel will NOT be RESPONSIBLE for ANY DEBTS contracted by any of the employees unless signed by either of the above signatories.

CONNAUGHT HOTEL,  
Proprietors.  
Hongkong, 25th October, 1907. [993]

PARROT BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN &amp; Co.,

Agents for  
HONGKONG & SOUTH CHINA.  
Hongkong, 29th July, 1907. [994]

## Intimations.

THE

ROBINSON PIANO

CO., LD.

OFFER THEIR ENTIRE

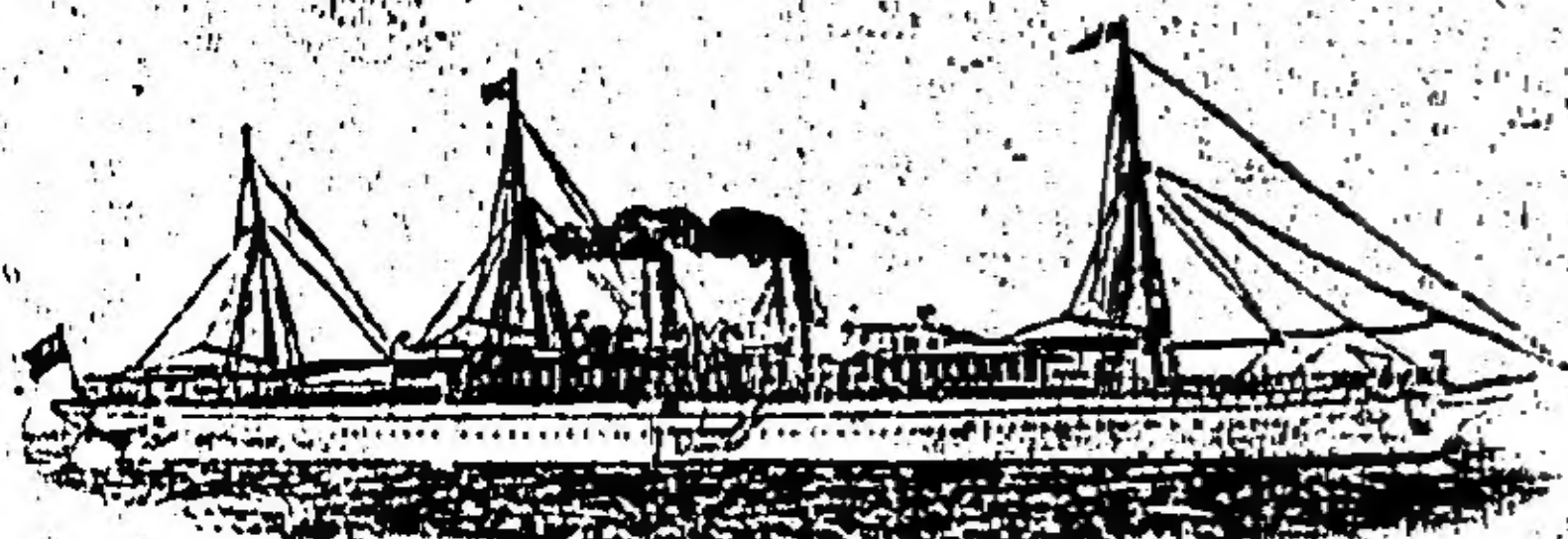
STOCK OF

HIGH-CLASS

PIANOS



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER  
"EMPEROR OF JAPAN" 6,000 THURSDAY, Nov. 21st Dec. 9th  
"EMPEROR OF CHINA" 6,000 THURSDAY, Dec. 19th Jan. 6th  
"EMPEROR OF INDIA" 6,000 THURSDAY, Jan. 16th Feb. 3rd  
"EMPEROR" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... 27d St. Lawrence River Lines or New York £71.10.  
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for this class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th October, 1907. D. W. GRADDOCK, General Traffic Agent for China, Corner Piddar Street and Praya. (11)

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For Steamship On  
S'GAPORE, PENANG & CALCUTTA FOKSANG\* THURSDAY, 14th Nov., 3 P.M.  
SHANGHAI via NINGPO. YIKSANG\* THURSDAY, 14th Nov., 4 P.M.  
MANILA via CEBU. YUBSANG\* FRIDAY, 15th Nov., 4 P.M.  
TIENTSIN via CHERSANG\* FRIDAY, 15th Nov., 4 P.M.  
SHANGHAI via KOWSANG\* FRIDAY, 15th Nov., 4 P.M.  
S'GAPORE, PENANG & CALCUTTA LAISANG\* TUESDAY, 19th Nov., 3 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st Class ..... Single Return  
Penang ..... 85 130  
Calcutta ..... 165 250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Okinawa, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 13th November, 1907. (6)

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

HAIPHONG DIRECT "HUPEH" 14th Nov., daylight.  
AMOI, NINGPO & SHANGHAI "TIENTSIN" 14th " 4 P.M.  
SWATOW & SHANGHAI "SHAOHSING" 16th " 4 P.M.  
TIENTSIN "HOIOH" 20th " "  
CEBU & ILOILO "HANYANG" 19th " "  
MANILA "SUNGKIANG" 19th " "  
SWATOW & SHANGHAI "YOHOW" 20th " "  
SWATOW & SHANGHAI "XUXIANG" 23rd " "  
KOBE "TSINAN" 25th " "  
MANILA, ZAMBOANGA & COLONIES "CHANGSHA" 4th Dec. "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

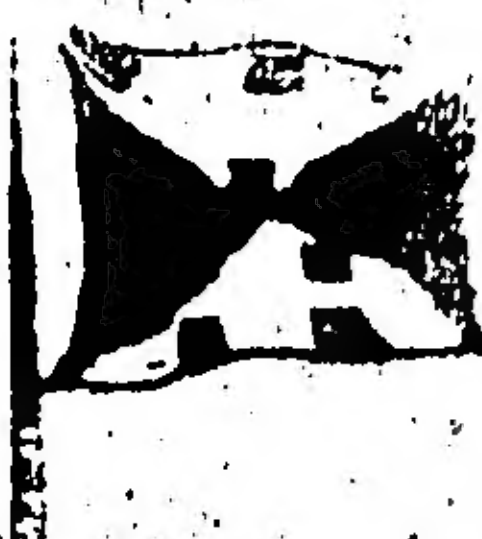
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

13th November, 1907. (7)

## HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
TAIPEI	2540	Fraser	MANILA	SATURDAY, 16th Nov., 1907.
HUPH	2540	Almond	"	SATURDAY, 23rd Nov., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 8th November, 1907. (5)

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship To sail

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 13th November, 1907. (8)

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Lanai on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.  
NEXT SAILINGS FROM HONGKONG.

## Outward.

SCANDIA ..... 2nd Dec.

Hongkong, 2nd November, 1907.

## Homeward.

SILESIA ..... 15th Dec.

SCANDIA ..... 9th Jan., 1908.

(3)

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shanmoo	9,600	E. V. Roberts	15th Nov.
Tremont	9,600	T. W. Garfield	10th Dec.
Suvarit	6,232	Shotton	4th Jan.
Kamerik	6,232	Cowley	28th Jan.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND COINAGE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. Shanmoo and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 1st November, 1907. (12)

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship

"EASTERN,"  
Captain McArthur, will be despatched as above, on SATURDAY, the 30th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th November, 1907. (98)

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK.

S.S. "This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 5th October, 1907. (64)

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.  
"KWONG SAI" Capt. E. S. CROWE.  
Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).  
These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—Single Journey ..... \$4.  
Meals ..... \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,  
and  
SHIU ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 2nd July, 1907. (61)

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK	6,000	About Middle of Dec.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other ports in Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,  
Manager,  
York Building.

Hongkong, 13th November, 1907. (15)

## Consignees.

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship

"SILESIA."

Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed into the hazardous and/or s/sa hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 7th November, 1907. (977)

## BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 8th November, 1907. (12)

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"LAISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LD.,  
General Managers.

Hongkong, 11th November, 1907. (96)

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SYRIA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 7th November, 1907. (1)

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW,  
Hongkong, 9th November, 1907. (98)

## S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medea* and *Cordoua*, from Havre ex s.s. *Cordoua*, and from Bordeaux ex s.s. *Ville de Lille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after TUESDAY, the 19th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th November, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 19th November, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 12th November, 1907. (10)

## Intimations.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

H. R. T. MANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAHLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for

F. REGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907. (14)

## PATHE FRERES,

PARIS.

CINEMATOGRAPHS

AND

FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 43 cents (Straits Currency) per metre.

SOLE AGENT FOR

The Straits, Borneo, Java, Sumatra, Siam, Hongkong, The Philippines, &c.

F. DREYFUS,

19, Stamford Road, Singapore.

(76)

## JAPANESE COMPETITION IN MANCHURIA.

## THE COMMERCIAL IMPORTANCE OF TAIREN.

The U.S. Consul-General for China, Mr. Willard D. Straight, in the course of a report on Manchurian Trade, gives a somewhat different version of the quality of Japanese cotton goods to that published in our columns, from the *Onaka Asahi*, on the 9th inst. Of these goods the Consul-General says they are heavily-sized and do not wash or dye well, and that miscellaneous goods are shoddy but improving. He does not seem to fear, however, that Japanese cotton goods have got the better of the American manufacturers.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given, under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE ESTIMATE AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$115	\$1,000,000	\$1,797,167	{ \$1.15 for 1 year ending 30.6.07 @ ex 3/2 3/16 = \$16.04	11 %	{ \$660 \$855 new issue London 275
National Bank of China, Limited	1,025	£7	£6	{ \$12,735 \$300,000	\$71,213	\$2 (London 3/16) for 1905	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	1,000	1250	\$50	\$150,000	none	\$20 for 1906	8 %	\$250
North China Insurance Company, Limited	10,000	£15	£5	{ \$125,000 \$100,000 \$18,947	Tls. 204 4/4	{ Final of 7/6 per share making in all 15/- for 1906—Tls. 205	6 %	Tls. 76 buyers
Union Insurance Society of Canton, Limited	1,400	1250	\$100	{ \$3,000,000 \$70,000 \$450,407	1,460 4/0	{ Final of \$12 making \$42 for 1905 and interim of 23/- for 1906	51 %	\$780
Yangtze Insurance Association, Limited	8,000	1000	\$50	{ \$15,157.15 \$87,628 \$159,143 \$1,088	\$394,320	\$1. for year ending 31.12. 5	71 %	\$165
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	70,000	1100	\$10	{ \$1,000,000 \$320,448 \$7,618	\$362,980	\$1 and bonus \$2 for 1905	98 %	\$8 1/2
Hongkong Fire Insurance Company, Limited	8,000	1250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$435,336	\$40 for 1905	13 %	\$310 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$204,638 \$30,000	\$165	\$1 for 1906	...	6 1/2 %
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	Nil.	\$4 for year ending 30.6.1907	10 1/2 %	\$37 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$10,000 \$10,000 \$10,000	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	13 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	40,000	£5	£5	{ \$60,000 \$370,000	£3,694	5/- for 1906 @ ex 3/2 = \$2.4 per share	3 1/2 %	{ \$41 sellers \$59 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 54,372 \$400,000	Tls. 13,327	Interim of Tls. 12 for account 1907	12 1/2 %	{ Tls. 43 sales Tls. 50 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	174,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4 1/2 %	45/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	1137	{ \$1.00 for year ending 30.4.1907 \$0.50	4 1/2 %	{ \$11 buyers \$10 1/2 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 50	{ Tls. 419,479 \$1,000,000 Tls. 81,200 Tls. 30,000	18730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	1100	\$100	{ \$450,000 \$450,000	19218	\$8 for year ending 31.12.06	7 1/2 %	\$104
Luxon Sugar Refining Company, Limited	7,000	1100	\$100	{ \$100,000 \$100,000	11,8935	\$1 for 1907	4 1/2 %	\$15
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$100,000	...	Tls. 4 (8 1/2) for year ending 31.8.06	4 1/2 %	Tls. 8 1/2 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$110,000 \$26,011	£22,546	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 74.30 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$4,875 \$4,875	£11,358	No. 12 of 1/- = 48 cents	...	\$9
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124 \$64,124	\$10,335	\$1.75 for year ending 31.12.06	11 %	\$16
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$23,152 \$30,000	\$3,047	Interim of 4/- for six months ending June 30th 1907	6 %	167
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 \$100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 4,872,210 \$1,000,000 Tls. 100,000 Tls. 190,190 Tls. 75,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 74
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 100,000 \$1,000,000 Tls. 100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 207 1/2 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$30,000	Tls. 1,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 102 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000 \$30,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$22 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$1,000	29,178	\$1.80 for 1906	13 %	\$14 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$36,075 \$36,075	110,925	\$4 for 1st half-year ending 30.6.07	10 1/2 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$500,000	\$50,218	Interim of \$3 1/2 for half-year ending 30.6.07	7 1/2 %	196
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$300,000	\$1,089	\$2 1/2 for 1906	7 1/2 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 61,986	Tls. 10 for year ended 31.10.1906	18 %	Tls. 55 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$50,000 \$50,000	\$11,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 \$150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	11 1/2 %	Tls. 52
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 \$800,000	Tls. 31,469	Tls. 8 for 1906	9 %	Tls. 88 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257 \$28,257	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 280 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 \$10,000	£638	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$10,000 \$10,000	10,93	\$3 for 1905	...	\$15
China Borneo Company, Limited	10,000	\$12	\$12	{ \$120,000 \$120,000	Nil.	\$1 for 1904	...	\$102 sa. and b.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$20,000 \$20,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 54 sales
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000	...	60 cents for year ended 23.2.06	...	16 buyers
China Mortgage and Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000	\$185	80 cents for 1906	8 1/2 %	\$91
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$187,500 \$187,500	\$2,974	\$1.30 for year ending 31.7.07	8 %	\$16 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$114
Hall & Holtz, Limited	11,000	\$20	\$20	{ \$220,000 \$220,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$20 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$600,000	\$1,953	11 per share for year ending 28.2.07	6 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$125,000	\$1,361	Interim of \$4 for 1 year ending June 30th 07	8 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$10	\$10	{ \$100,000 \$100,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	\$25 1/2
Maatschappij tot Rijzen, Bosc en Landbouw op de Rijkswateringen in Langkai, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,000	Tls. 10,374	{ Third interim of Tls. 2 1/2 making Tls. 22 1/2 for a/c 1907	9 1/2 %	Tls. 327 1/2 buyers
Peak Tramways Company, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000	\$2,655	\$1 per share for period 15th Oct. to 30th Apr. 07	8 1/2 %	\$12 buyers
Philippine Company, Limited	27,500	\$10	\$10	{ \$275,000 \$275,000	...	None	...	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$100,000	Dr. P. 34,324	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 67,323 Tls. 45,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 36 1/2 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,850 Tls. 50,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 66 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 \$100,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 1/2 %	Tls. 110 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 100,000 \$100,000	Tls. 65,592	Interim of 15/- for account 1907 (old)	...	Tls. 330 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$150,000	Dr. 41,934	Interim of 15/- for account 1907 (new)	...	\$15 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$100,000 \$100,000	\$478	None	6 1/2 %	\$54 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$500,000	\$349	First year	...	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000	\$1,360	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Founden shares for y. end 31.5.07	8 %	\$11
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$900,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$54 buyers
William Powell, Limited	15,000	\$10	\$10	{ \$150,000 \$150,000	\$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	...

\* These shares are entitled to half of the profits.

## Mails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON  
SINGAPORE, HATYAI,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "TONKIN,"  
Capt. Charbonnel, will be despatched for  
MARSEILLES on TUESDAY, the 26th  
November, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows—  
S.S. POLYNESIE on 10th Dec.  
S.S. TOURANE on 14th Dec.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 11th November, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE  
AND MOJI.

THE Steamship  
"GREGORY APCAR,"  
Capt. S. H. Belson, will be despatched for  
the above ports, on TUESDAY, the 19th  
inst., at Noon.

This Steamer has Superior Accommodation  
for Passengers, and is installed throughout  
with Electric Light and carries a duly certified  
Doctor.

For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 12th November, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 256.

## DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

Dewar's  
'Imperial'The  
Whisky  
without  
an  
equal

Sole Agents: BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Connaught Road, Canton.